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1978 Growth Policy Report

Staging: TRANSPORTATION

DRAFT

TRANSPORTATION

An Overview

Last year's Annual Growth Policy Report on Carrying Capacity and Adequate Public Facilities outlined the need for a different approach to measure the impact of growth on transportation. This section presents a new approach to assess the impact of growth on transportation by considering aggregate forecasts of growth (and) total transportation service. This concept of total transportation service is made up of two complementary components: forecasted levels of road congestion on a daily basis and the relative availability of different levels of transit service. The combination of these two components generally defined policy areas for which total transportation service is relatively comparable throughout the County.

These policy areas are used in discussing the relationship between the growth forecast and the utilization of programmed and planned transportation facilities and services. Several of the policy areas form a comparable group in that there are growth thresholds which can be identified and which are keyed to the availability of programmed and planning road improvements in the developing fringe areas. These growth thresholds and key transportation improvements are identified in this section. In other policy areas, staging thresholds related to transportation do not seem applicable, and other policies such as sewer availability and master and sector plan zoning help set staging thresholds.

Another important policy application associated with these analyses is the opportunity to give direction to the capital programming responsibilities of the State and the County. Consideration of pending changes in the transportation funding outlook of the State in particular, gives a much better picture of funding availability than that of the past several years. Sufficient funds to provide most of the needed State roads within the approximate current level of expenditures can be available contingent upon expected modest increases in State transportation funding revenues. The County capital programming process has a relatively short time horizon for considering future projects. A list of future potential County projects is identified which appears to be within the long term funding and administrative capabilities of the County to implement.

TOTAL TRANSPORTATION SERVICE CONCEPT

To better address the measurement of growth on the transportation system, a new conceptual approach, that of total transportation service is presented. This concept is made up of two complementary approaches: forecasted levels of road congestion and the degree of availability of transit service. The dual consideration of these two components results in the establishment of a relatively constant level of total transportation service throughout the County.

The Fourth Annual Growth Policy Report on Carrying Capacity and Adequate Public Facilities outlined some of the difficulties with measuring transportation impacts on a subdivision-by-subdivision basis. Some of the difficulties related to the observation that 1) traffic generated by an individual subdivision disperses rapidly and only nearby intersections can be analyzed with some certainty, 2) for most subdivisions, being of relatively small size, the projected increases in traffic at even nearby intersections are small relative to the total traffic, and 3) the normal variations in traffic over the course of a year are much greater than the expected changes of traffic for individual subdivisions. It was proposed to investigate during this year the feasibility that impacts of growth on transportation can be better measured on an aggregate scale rather than on a subdivision-by-subdivision basis. As part of that work, it was recognized that it was not just sufficient to examine the aggregate traffic impacts, but that it was necessary to consider the level of total transportation service to measure the impact of growth.

There tends to be variation in the relative level of congestion which can be observed throughout the County. The full application of the same standard of not exceeding level of service "D" at the nearest intersection everywhere throughout the County would tend to result in a situation in which the concentration of congestion was somewhat uniformly spread out throughout the County. The usual pattern is to have greater concentrations of person movement and vehicular congestion as one goes toward the center of the region. Therefore, to have adequate capacity for person movement, one needs to look at total transportation service. When looking at the level of service for transportation as a whole, one can envision a constant level of service throughout the County even though

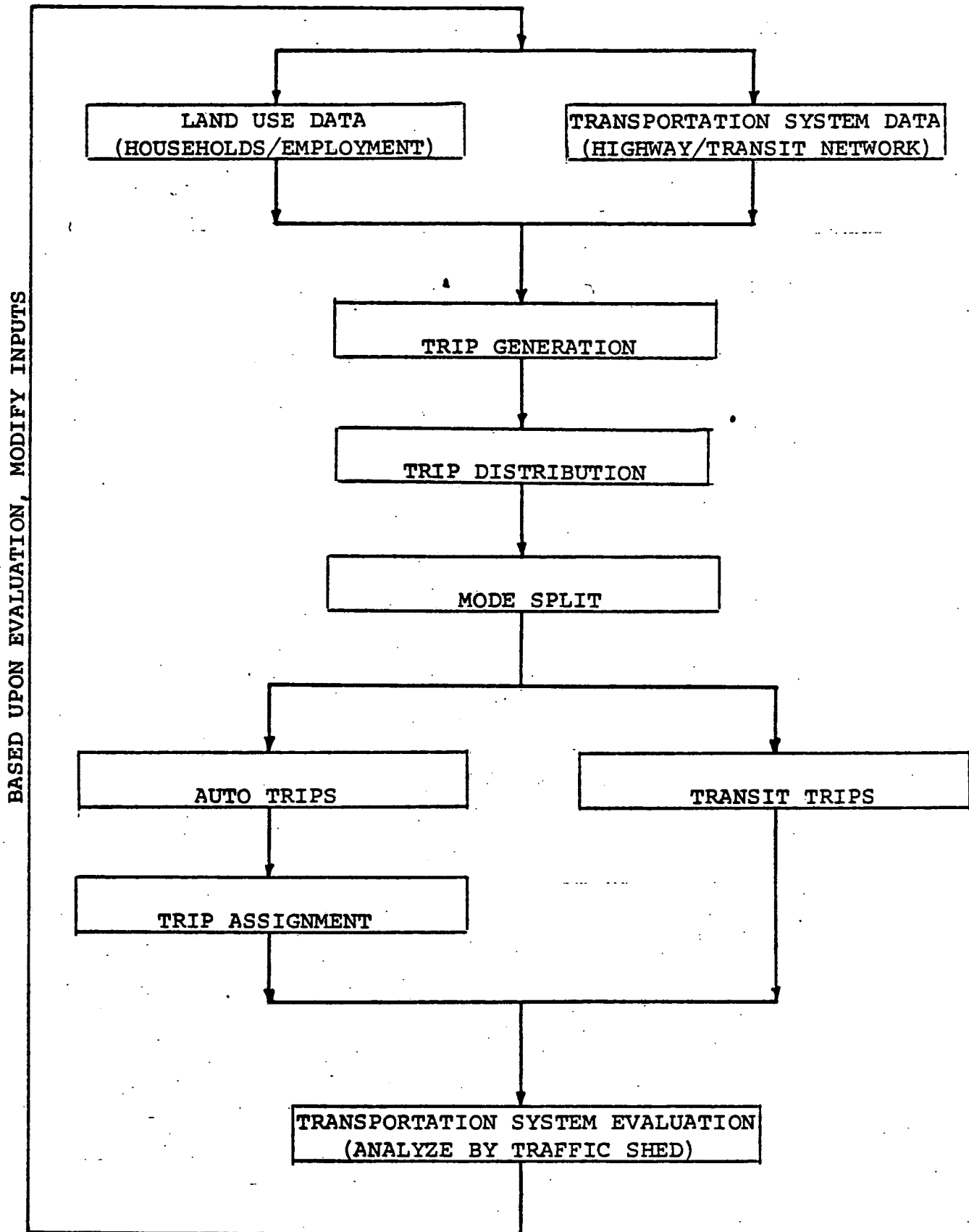
there would be variations in road congestion and transit service. It is proposed that total transportation service, as a concept, consists of two components: levels of road congestion and the availability of transit service. The concept is that, as one goes toward the center, one can put more reliance on transit while at the same time tolerating more congestion on the roads, but that the total transportation service would remain constant. Specific discussion of these components follows.

As proposed in the Fourth Annual Growth Policy Report, in order to measure future levels of highway service at an aggregate level, one needs to rely on a traffic modeling approach. Figure 1 is a schematic of the basic elements of the transportation modeling system used in the Growth Policy analysis. This model considers land use and transportation relationships on a region-wide basis, with particular emphasis in Montgomery County. The model basically uses a four step process:

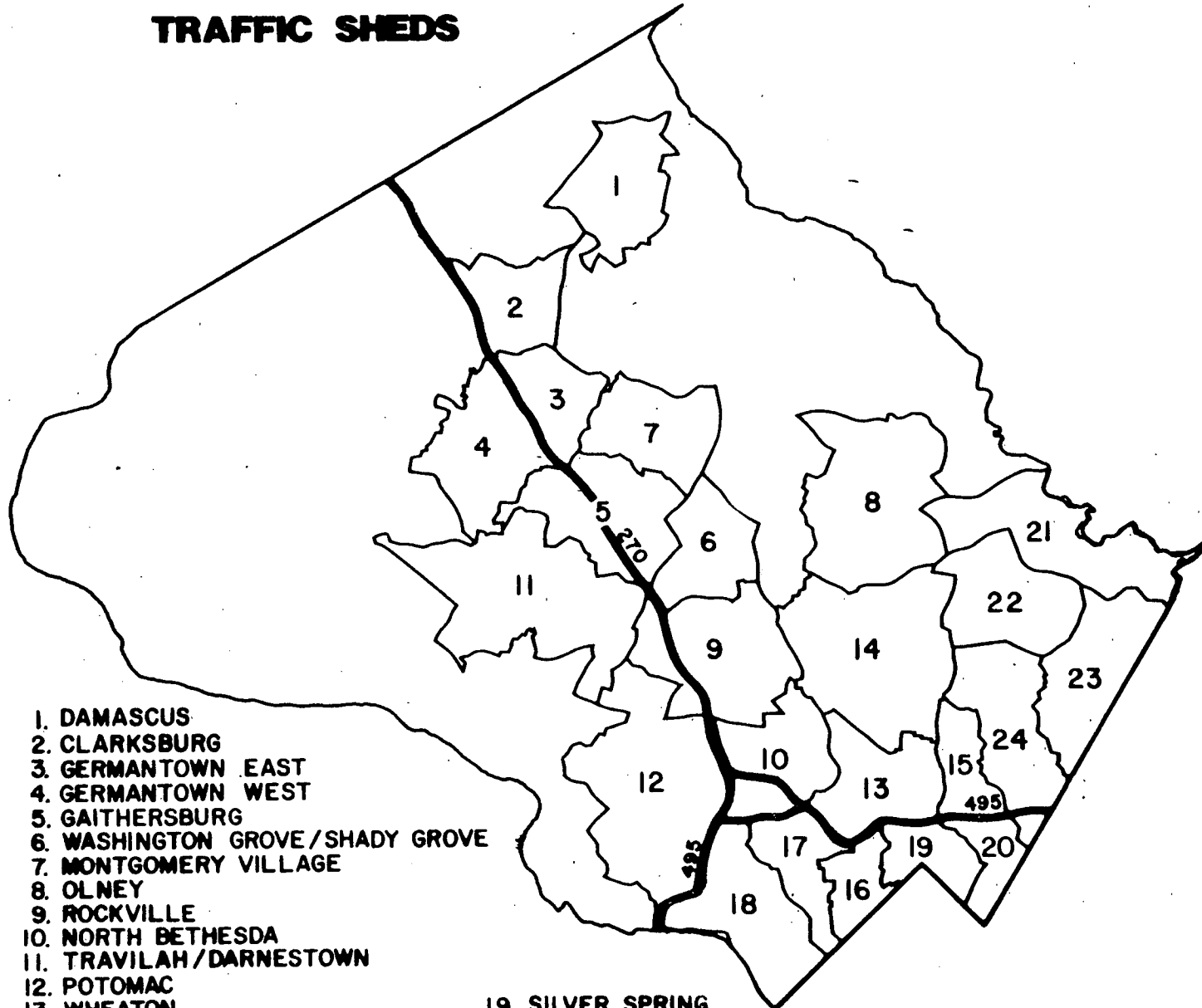
- 1) trip generation (the number of trips beginning or ending in a traffic zone)
- 2) trip distribution (the number of trips between pairs of zones)
- 3) mode split (the number of auto versus transit trips between pairs of zones)
- 4) trip assignment (the route taken by auto trips between pairs of zones)

The resultant traffic volumes provide an indication of the transportation system demands for any alternative combination of land use and transportation network assumptions. Based on the evaluation of these demands, an additional alternative land use and/or transportation network is specified and the process is carried through once again. The results of this traffic modeling were examined for each of approximately two dozen traffic sheds as shown on the attached map #1. These traffic sheds are defined generally by the way in which the road system tends to function, somewhat enabling isolation of traffic in one area from that of neighboring traffic sheds. The total traffic in each of these sheds, measured in terms of daily vehicle miles of traffic, was examined relative to programmed and planned transportation improvements in the County and region. Map #2, (not attached in this draft) shows the programmed and proposed major road projects of the State and County which were examined in this analysis.

Figure 1. TRANSPORTATION MODEL OUTLINE



TRAFFIC SHEDS



1. DAMASCUS
2. CLARKSBURG
3. GERMANTOWN EAST
4. GERMANTOWN WEST
5. GAITHERSBURG
6. WASHINGTON GROVE / SHADY GROVE
7. MONTGOMERY VILLAGE
8. OLNEY
9. ROCKVILLE
10. NORTH BETHESDA
11. TRAVILAH / DARNESTOWN
12. POTOMAC
13. WHEATON
14. ASPEN HILL
15. KEMP MILL
16. BETHESDA (CONNECTICUT AVE.)
17. BETHESDA (WISCONSIN AVE.)
18. BETHESDA (RIVER ROAD)

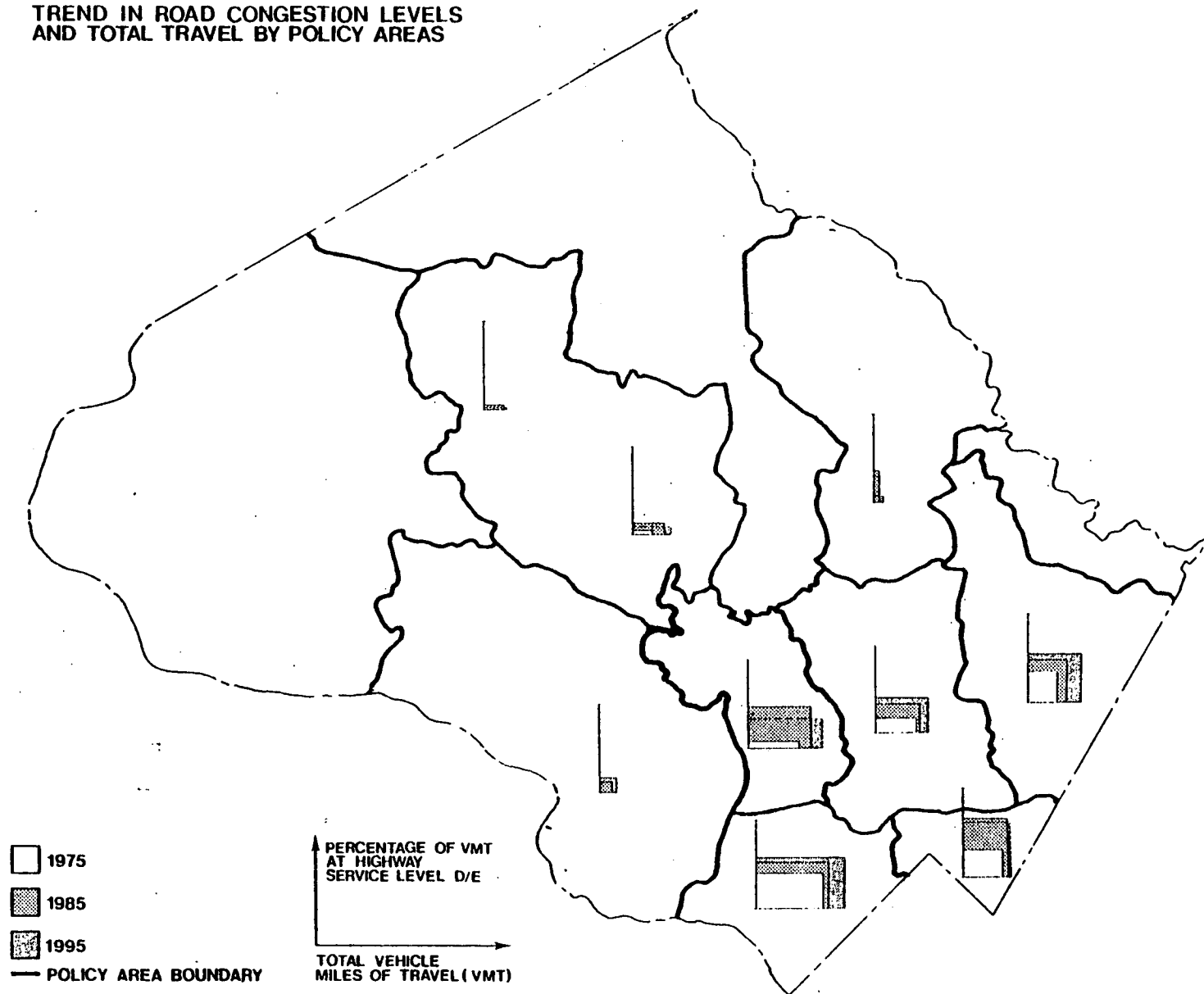
19. SILVER SPRING
20. TAKOMA PARK
21. PATUXENT
22. CLOVERLY
23. FAIRLAND
24. WHITE OAK

As will be seen subsequently, traffic sheds can be grouped based upon aspects of the transit component of the total transportation service concept. For purposes of analysis and presentation estimates of the trend in road congestion levels and total travel have been summarized by those groups of traffic sheds. Map No. 3 shows the pattern of these trends for approximately 9 areas in the County. Each set of bars on the map shows the absolute increase in total daily vehicle miles of travel (VMT) on all of the roadways in the area. The height of the bars is proportional to the percentage of the total VMT, in each time period, which is operating at a daily volume to capacity ratio which generally corresponds to the highway level of service D/E. One pattern shown by the map is that most of the current and future travel occurs in the more urbanized portions of the County and in the 270 and Route 29 Corridors. The pattern also shows that for most areas, significant increases in congestion are expected to occur in the first time period. Further, in the second time period, the level of highway congestion is expected to stabilize or improve as new transportation improvements are implemented. The pattern also shows that as one heads towards the center of the region the aggregate level of highway congestion tends to increase. In order to gain a better understanding of how this relates to the total transportation service, it is necessary to give consideration to the transit components of this concept.

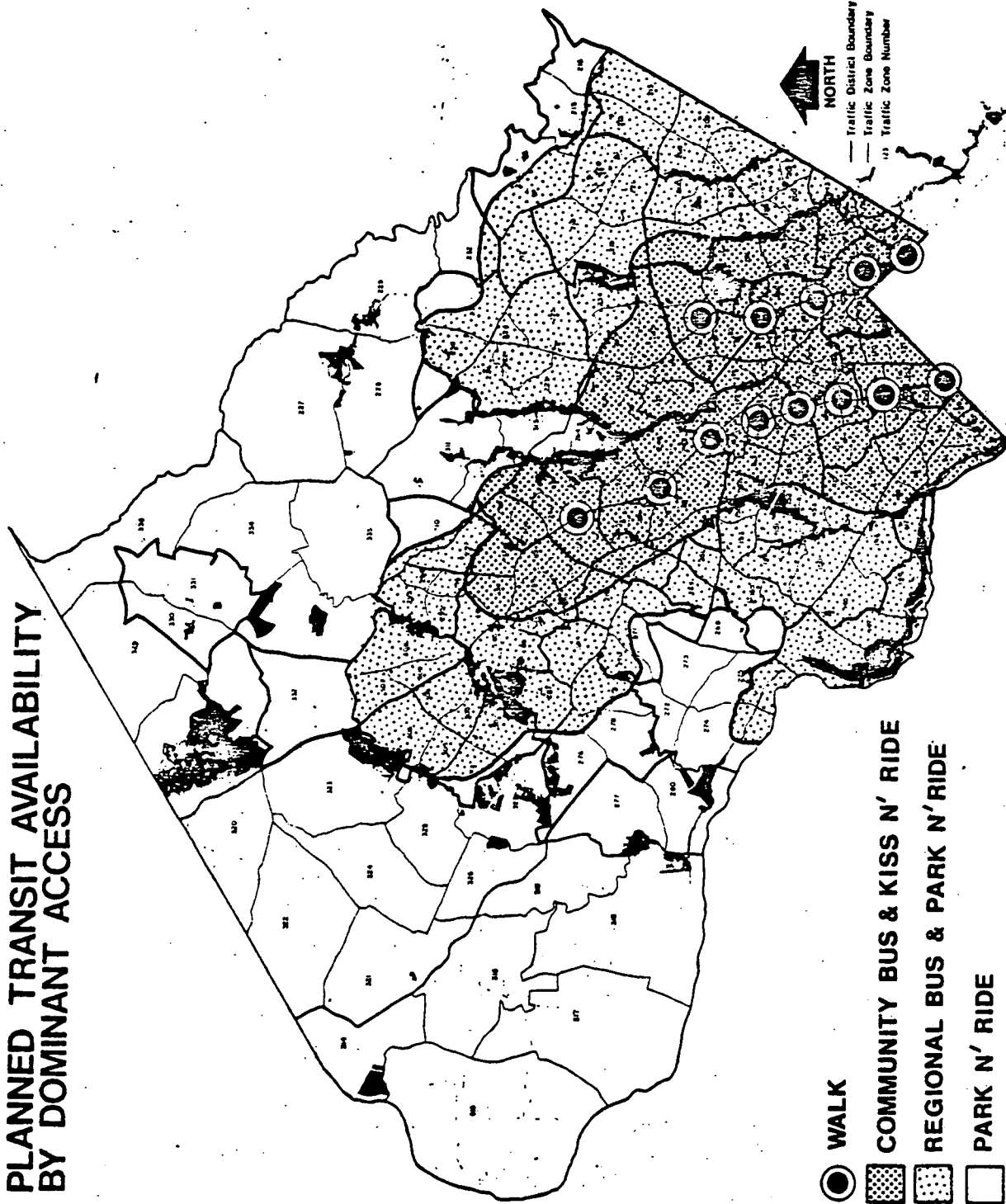
Map No. 4 shows the pattern of transit service availability according to the dominant mode of access to the Metrorail service for each area of the County. Four distinct types of service areas are shown on the map:

- 1) areas in the immediate vicinity of the station where walk access is the dominant means of getting to the regional transit service,
- 2) areas within a few miles of the station where the dominant mode of access is the community bus service such as the Ride-On service currently operated in Silver Spring, or collector buses operated by the Transit Authority, or kiss 'n' ride drop offs,
- 3) areas somewhat distant from the station but for which there is expected to be collector and regional bus access operated by the Transit Authority as well as heavy reliance on park and ride access, and
- 4) areas which can generally be expected to be outside of the location which can be served by direct transit access in which only park and ride access would be available.

TREND IN ROAD CONGESTION LEVELS AND TOTAL TRAVEL BY POLICY AREAS



PLANNED TRANSIT AVAILABILITY BY DOMINANT ACCESS



The pattern shown by this map of transit service availability has a general relationship to the previous map of road congestion levels. The areas in which walk access and community bus are the dominant modes of access generally corresponds to those areas which have higher levels of road congestion. It is also of interest to examine the pattern of how much of the County's existing and forecasted development is located in each of these transit availability areas. The existing distribution of households and employment in the County when aggregated by these transit availability areas shows that approximately 15% of the households are within walk access, 52% within the community bus service area, 28% within the regional bus area and only 5% needs to solely rely upon park and ride access. Employment is much more concentrated relative to transit with 46% of current employment within walk access, 32% within community bus access, 19% within regional bus access and only 3% needs to solely rely upon park and ride access.

Chart 2 shows the increment of forecasted household and employment growth by transit availability service areas for the Shady Grove line service area, the Glenmont line service area and the total County. As in the case of existing development, more employment growth is expected in those areas which have a higher level of transit availability. For example, almost 3/4 of the employment growth, in each of the next decades is expected to be within areas served by the walk access or community bus access areas. Household growth is less related to the high level of transit availability with about 43% being the corresponding figure for the first decade of the forecast and 27% within walk or community bus access in the 1985-1995 period. However, almost 90% of household growth in the first decade is within areas served by at least regional bus and the corresponding figure for the second decade is somewhat more than 75%. Consequently, it can be generalized that here in Montgomery County that existing and forecasted growth in housing and employment is generally well served with some form of transit availability.

If a map of the traffic sheds is overlayed on top of the map of transit availability areas, there appears to be a general correspondence between the traffic shed boundaries and the transit availability areas. Those areas which have the highest levels of transit availability, walk access and community bus access, tend to also be those areas which have higher levels of total VMT as well as higher percentages of that travel in more congested conditions. Five general types of policy areas can in part be defined by the bringing together of the highway and transit components of the transportation service concept. This definition of policy areas

HA 15
52
28
5

Emp 46
32
19
3

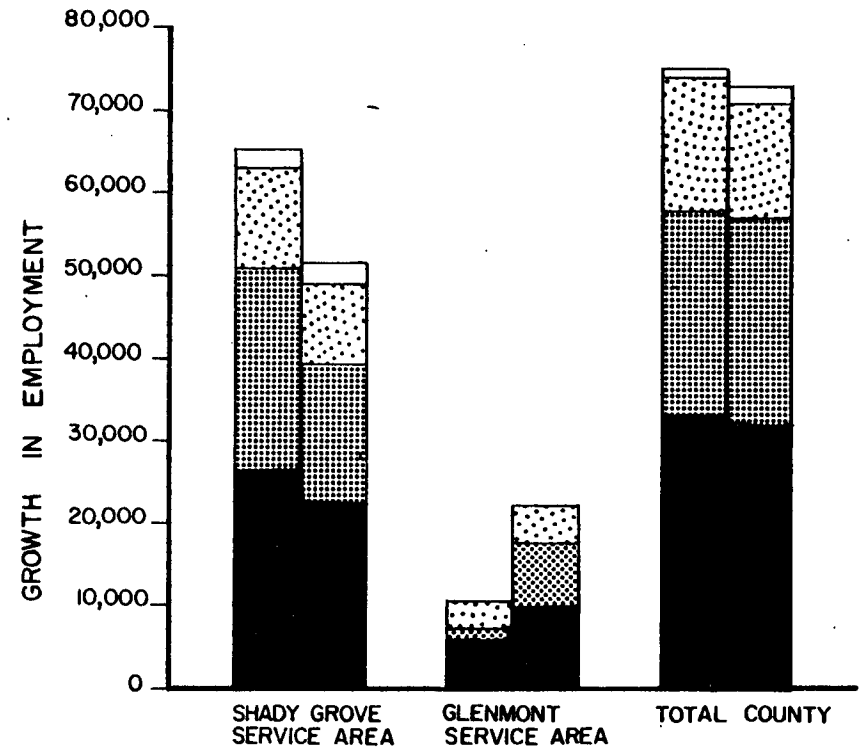
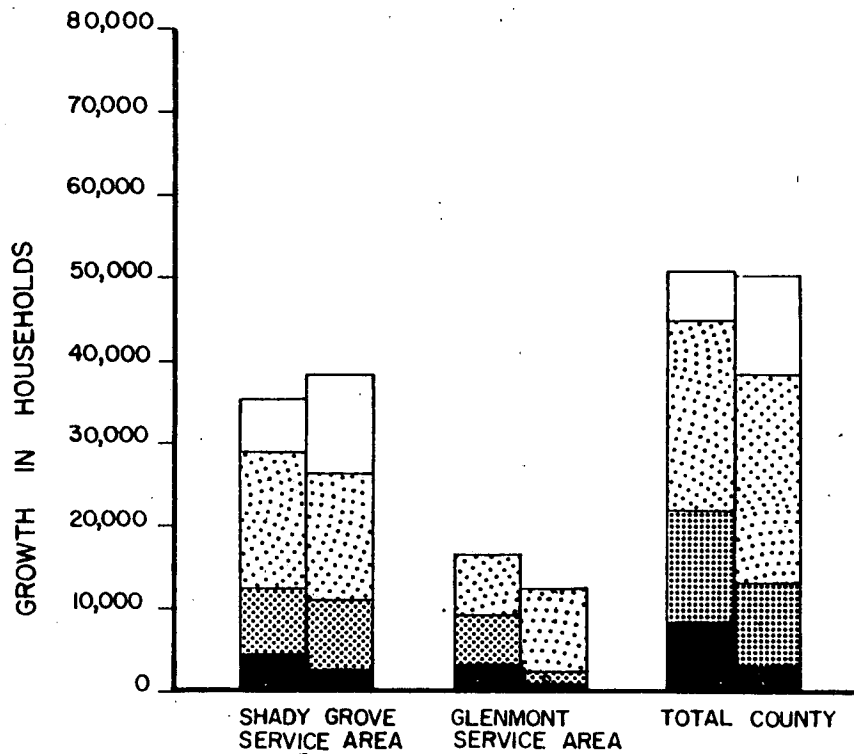
Emp 3/4 { w
CB

HA 43 { w
CB

90 { w
CB
75 { RB

Policy
Areas
Defined

HOUSEHOLD AND EMPLOYMENT GROWTH BY TRANSIT AVAILABILITY SERVICE AREAS



DOMINANT MODE OF ACCESS



WALK ACCESS



REGIONAL BUS AND PARK N' RIDE.



COMMUNITY BUS AND KISS N' RIDE.



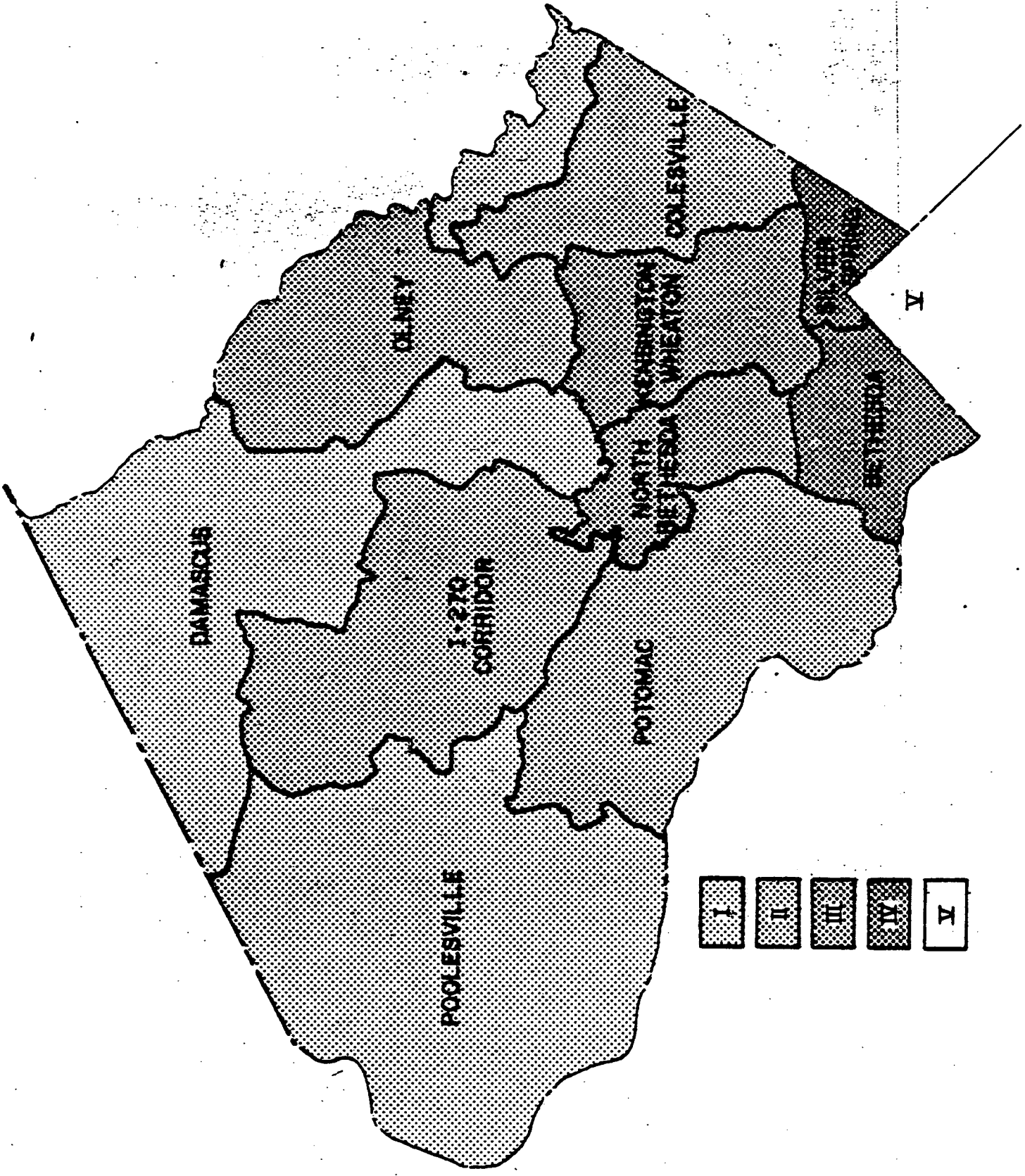
PARK N' RIDE.

also accounts for other general planning requirements in the County, such as the sewer service areas and rural zone areas.

Map No. 5 shows the pattern of these policy areas according to the five following component mixtures of the transportation service:

- I Outlining non-sewered areas without direct access to regional bus service and where the highway service levels should not be worse than level D.
- II Developing fringe areas which have transit service in the form of regional bus and/or commuter rail access and for which the aggregate level of congestion may go up to 40% of the peak VMT.
- III Areas having a full range of transit, but less frequent rail service, for which the aggregate level of congestion may range from 40-55% of the peak VMT. The rail segments north of the Beltway on both the Shady Grove and Glenmont lines are planned to have half the frequency of service as those segments south of the Beltway.
- IV Full transit service areas for which the aggregate level of congestion may range from 55-80% of the peak VMT.
- V Areas generally beyond the County within the District of Columbia which have full transit service and for which expected programs for disincentives of automobile use will be applied and for which the aggregate level of congestion may go to more than 80% of the peak VMT.

TRANSPORTATION SERVICE LEVEL
BY POLICY AREAS



POLICY AREA ANALYSIS

Previous discussion has developed the underlining rationale for the concept of categorizing different areas of the County based on total transportation service. These categories have been identified as Level I through Level IV. The following is a brief discussion of each type of area, the specific locations identified within each type, and the relationship between the type of area and the staging plan.

Level I Area

The Poolesville and Damascus Policy Areas have been identified as Level I areas. In these outlying fringe/non sewerred areas, there is basically no transportation capacity constraint on the development forecasted to 1995. Localized projects to improve roadway safety, design standards, and/or intersection capacity may be needed based upon particular project proposals. Level I areas are therefore limited by zoning and/or sewer policies.

Level II

The Potomac, I-270 Corridor, Olney, and Colesville Policy Areas have been identified as Level II areas. In these developing fringe areas, growth is limited by the transportation system capacity. By analyzing projected daily traffic and levels of congestion on critical road links within these areas, key road improvement projects and corresponding growth thresholds have been identified. For each of these policy areas, threshold growth limits and critical improvement projects are shown on the diagrams following this section.

Level III and Level IV

The Kensington-Wheaton and North Bethesda Policy Areas have been categorized as Level III areas. Bethesda and Silver Spring-Takoma Park Policy Areas have been identified as Level IV areas. These areas are generally characterized by rapid rail transit and/or commuter rail system, extensive regional and neighborhood bus systems, and a significant roadway infrastructure. In these areas, the analysis indicated a general stabilization in the highway component of the transportation service after 1985. It was therefore determined that the sector plans prepared for each transit station would serve as the guideline and limitation on growth in these areas. Transportation Systems Management analyses and projects for "hot spots" will address localized problem areas.

The following graphs portray threshold limitations against an area's historic and forecasted dwelling unit growth over time. Threshold limitations are illustrated by horizontal line segments which can be translated on the vertical scale. The vertical scale is in terms of thousands of dwelling units. The horizontal scale is time. There are three possible quantity limits. ① "Pipeline" is a shorthand term for the sewer development pipeline. It includes all units which have obtained sewage treatment approval. The approval is for use of WSSC, City of Rockville, or private plants and is reflective of the situation as it existed in September, 1978.

② The "staging threshold" is the second quantity limit. This limit is a horizontal line identified by the initials "ST." Staging thresholds only appear on the graphs where they are applicable. This threshold can be more than one line segment with a higher line in latter years. The first threshold represents Stage I or the amount of growth which can be accommodated by either existing transportation facilities or those programmed for construction by 1985. The jump in threshold (called Stage II) is due to the expected inclusion of various transportation capital projects into the construction program after 1985. The threshold jump would move in time to reflect the actual change in the construction program. ③ The third and highest quantity limit is the zoned capacity. This illustrates the maximum feasible development under existing approved zoning.

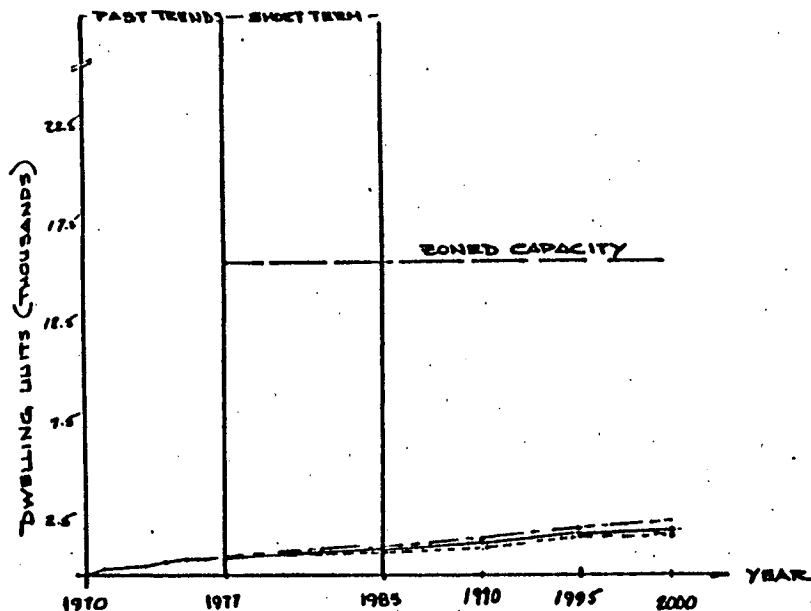
Historic growth is portrayed by the line between 1970 and 1977. Between 1977 and the year 2000 the three lines (other than the quantity limit lines) represent low intermediate and high forecasts. When the forecast lines intersect with the quantity lines, it is an indication that the forecast will be affected, should the quantity limit become a firm constraint.

The chart to the right of the graph reflect the number actually graphed for the low, intermediate, high forecasts and the staging threshold where applicable. The numbers are additive to the existing situation in 1977. All of the numbers are cumulative; that is to say that the quantity in the early periods for example 77 to 85 are included in the later periods: 77 to 90.

Should the staging concept be adopted, it is our recommendation that the accounting process be carried out at the geographic level called traffic sheds. These are areas within which there are relatively uniform trip characteristics. In total there are 24 such traffic sheds. For the purposes of simplification, the graph herein reflect policy area information. If or when a staging threshold is approached, reference must be made to the detailed traffic shed charts, which are similar to these policy area charts.

LEVEL I AREAS

POLICY AREA: BOLESVILLE



FORECASTS

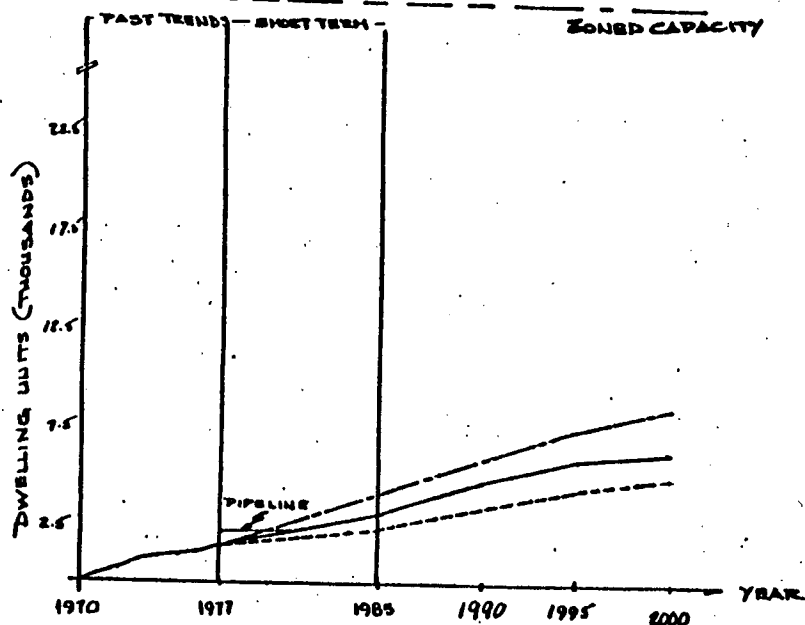
| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|------|-------------------|
| 77-85 | 280 | 350 | 700 | N.A. |
| 77-90 | 620 | 800 | 1200 | N.A. |
| 77-95 | 790 | 1000 | 1700 | N.A. |
| 77-2000 | 1030 | 1300 | 2000 | N.A. |

Zoned Capacity From 1977: 14600

Existing Dwelling Units
In 1977: 2084

Pipeline: ---

POLICY AREA: DAMASCUS



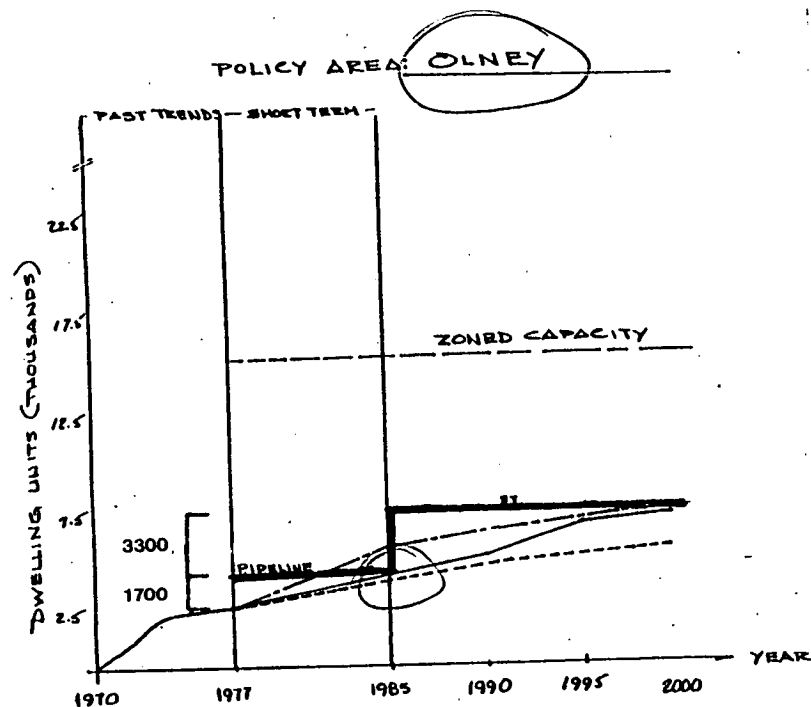
FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|------|-------------------|
| 77-85 | 1150 | 1650 | 2700 | N.A. |
| 77-90 | 2300 | 3250 | 4500 | N.A. |
| 77-95 | 3000 | 4200 | 5800 | N.A. |
| 77-2000 | 3650 | 4850 | 6950 | N.A. |

Zoned Capacity From 1977: 27100

Existing Dwelling Units
In 1977: 5789

Pipeline: 443



FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|------|-------------------|
| 77-85 | 1500 | 1650 | 3000 | 1700 |
| 77-90 | 2100 | 2500 | 4000 | 5000 |
| 77-95 | 2700 | 4350 | 4500 | 5000 |
| 77-2000 | 3000 | 4750 | 5350 | |

Zoned Capacity From 1977: 12400

Existing Dwelling Units
In 1977: 5458

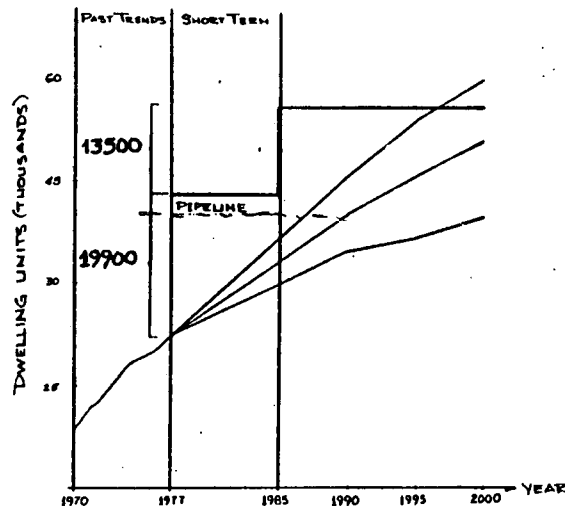
Pipeline: 1479

STAGING THRESHOLD DISCUSSION

The Olney Policy Area corresponds directly to the Olney Planning Area. Based on currently programmed improvement projects, analysis indicates that a limit of 1,700 additional dwelling units be established for Stage I. In Stage II, with the widening of Georgia Avenue (Md 97) to a four-lane divided highway between Norbeck Road (Md 28) and Olney-Laytonsville Road (Md 108), a ceiling of 5,000 additional dwelling units is recommended. This limit slightly exceeds the currently zoned capacity of 4,500 dwelling units. The Georgia Avenue project, which is pending approval to initiate project planning, could be constructed within the 1985-1990 period.

LEVEL II AREA

POLICY AREA: I-270 CORRIDOR
----- ZONED CAPACITY



FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|-------|---------------|-------|-------------------|
| 77-85 | 7800 | 10100 | 14100 | 19900 |
| 77-90 | 12500 | 17600 | 23350 | 19900 |
| 77-95 | 14750 | 23550 | 31300 | 33400 |
| 77-2000 | 17450 | 28950 | 37900 | |

Zoned Capacity From 1977: 66200

Existing Dwelling Units
In 1977: 22991

Pipeline: 17232

STAGING THRESHOLD DISCUSSION

The I-270 Corridor Policy Area is composed of the Germantown Planning Area (subdivided into East and West components), the Gaithersburg Planning Area, and the Clarksburg Planning Area.

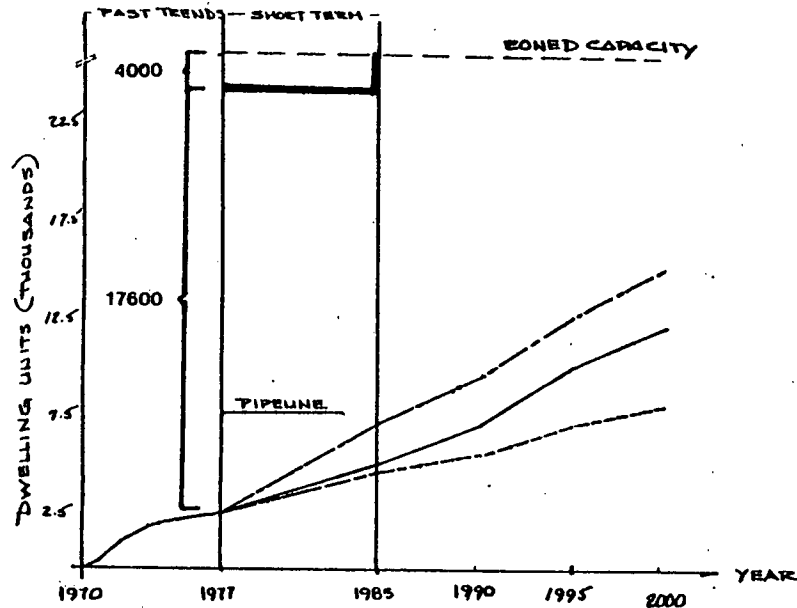
In the Germantown East area, analysis indicates that the current roadway system can accommodate a Stage I limit of 1,500 additional dwelling units. The Stage II limit of 8,000 dwelling units, which is well beyond the forecasted growth of 1,650 dwelling units, will require the widening of I-270 and Frederick Avenue (Md 355) and the extension of the Eastern Arterial from Montgomery Village Avenue to Ridge Road (Md 27).

In the Germantown West area, the analysis identified a Stage I threshold of about 3,000 additional dwelling units. Since this threshold is well below the 6,500 dwelling units committed by existing sewer authorizations, a sewer recapture policy must be stressed in the interim period. The Stage II limit of 9,000 dwelling units is predicated on the construction of Great Seneca Highway as a four lane divided highway and the widening of either Germantown Road (Md 118) or Clopper Road (Md 117) depending upon the location of specific development projects.

There are no staging elements recommended in the Clarksburg or Gaithersburg Planning Areas since the analysis has shown that currently programmed projects will adequately accommodate the forecasted growth during this period.

LEVEL II AREA

POLICY AREA: COLESVILLE



FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|-------|-------------------|
| 77-85 | 1950 | 2700 | 4500 | 19600 N.A.* |
| 77-90 | 3150 | 4450 | 7000 | 23900 N.A.* |
| 77-95 | 4350 | 7550 | 10300 | 23900 N.A.* |
| 77-2000 | 5750 | 9700 | 12250 | 23900 N.A.* |

Zoned Capacity From 1977: 23900

Existing Dwelling Units
In 1977: 14911

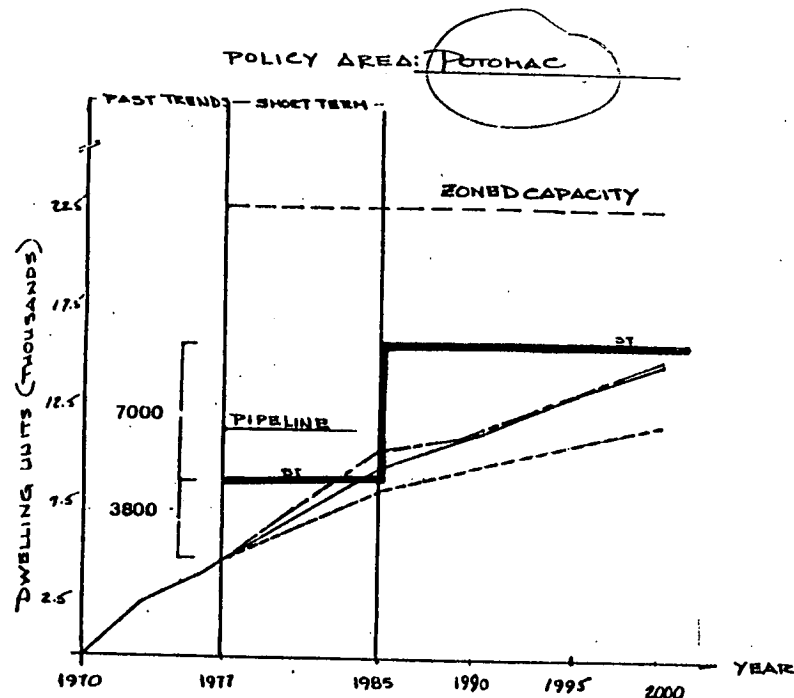
Pipeline: 4797

STAGING THRESHOLD DISCUSSION

The Colesville Policy Area is composed of the Cloverly Planning Area and the Fairland Beltsville/Colesville-White Oak Planning Areas. In the Cloverly area analysis of peak hour and daily traffic projections indicates that with the current transportation system plus programmed improvement projects, a limit of 1,000 additional dwelling units should be set for Stage I. In Stage II, with the widening of New Hampshire Avenue (Md 650) to a four lane divided highway between Randolph Road and Briggs Chaney Road, a ceiling of 5,000 additional dwelling units is recommended.

In the remaining Planning Areas, no transportation staging elements are recommended. This is based on a detailed analysis of the traffic demands along Route 29 which showed that a majority of trips along this road originate in Howard County and that local development constraints have only minor impacts in this corridor. Although there is no staging element in this sub-area, it is strongly recommended that project planning for the widening of Route 29 to a six lane divided highway from New Hampshire Avenue (Md 650) to Briggs Chaney Road begin as soon as possible.

LEVEL II AREA



FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|-------|-------------------|
| 77-85 | 3300 | 4650 | 5700 | 3800 |
| 77-90 | 5100 | 6750 | 6500 | 3800 |
| 77-95 | 6050 | 8800 | 8300 | 10800 |
| 77-2000 | 6950 | 10350 | 10550 | 10800 |

Zoned Capacity From 1977: 17500

Existing Dwelling Units
In 1977: 13084

Pipeline: 6485

STAGING THRESHOLD DISCUSSION

The Potomac Policy Area is composed of the Potomac Planning Area and the Travilah/Darnestown Planning Areas. In the Potomac Area analysis based on the current transportation system plus programmed improvement projects indicates a Stage I limit of 1,800 additional dwelling units. The Stage II limit of 5,800, which is equivalent to the current zoned capacity of this area, is predicated on the construction of the following projects:

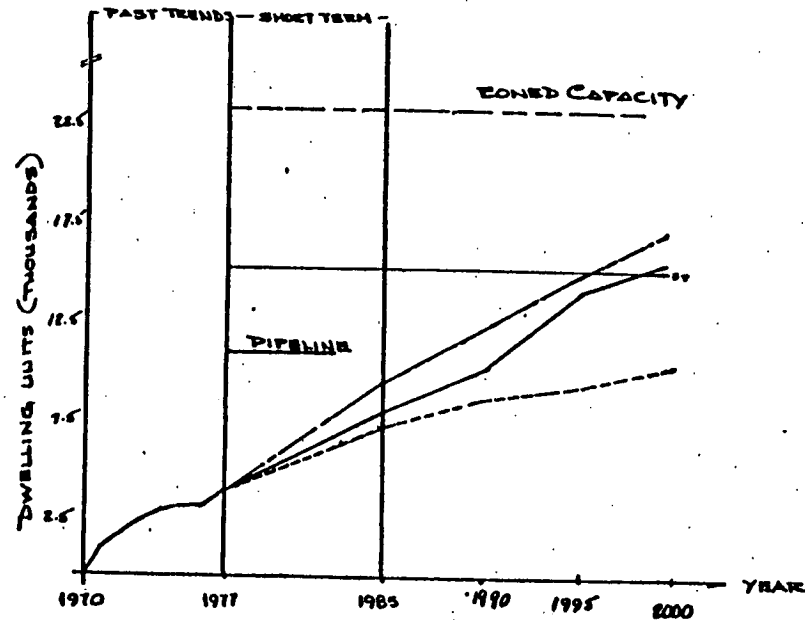
- River Road (Md 190) from Seven Locks Road to Falls Road (Md 189) - widen to a four lane divided highway;
- Democracy Boulevard East from Gainsborough Road to Kentsdale Road - construct a two lane arterial roadway;
- Montrose Road Ext. from Seven Locks Road to Falls Road (Md 189) - construct a four lane divided highway; and
- Falls Road (Md 189) from River Road (Md 190) to I-270 - construct a four lane divided highway; or Seven Locks Road from River Road (Md 190) to Montrose Road - widen to a four-lane facility.

In the Travilah/Darnestown area the recommended Stage I limit is 2,000 additional dwelling units. Construction of the following projects will increase this limit to approximately 5,000 dwelling units in Stage II:

- Route 28 Relocated from Research Blvd to Muddy Branch Rd - construct a four lane divided highway;
- Route 28 from Muddy Branch Rd to Quince Orchard Road

LEVEL III AREAS

POLICY AREA: KENSINGTON - WHEATON



FORECASTS

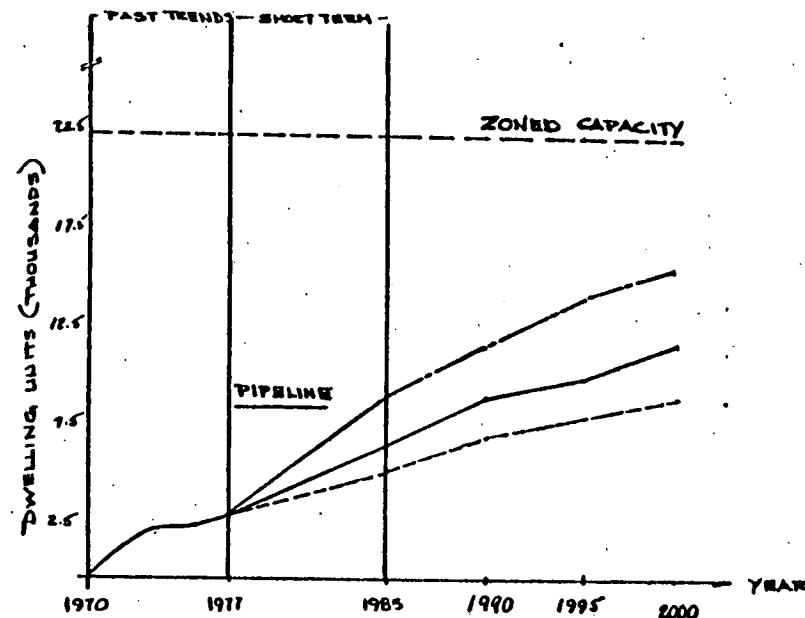
| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|-------|-------------------|
| 77-85 | 3220 | 4250 | 5700 | 10900 |
| 77-90 | 4670 | 6350 | 8500 | 10900 |
| 77-95 | 5570 | 9900 | 11000 | 10900 |
| 77-2000 | 6620 | 11500 | 12900 | |

Zoned Capacity From 1977: 19100

Existing Dwelling Units
In 1977: 51401

Pipeline: 7246

POLICY AREA: NORTH BETHESDA



FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|-------|-------------------|
| 77-85 | 2400 | 3500 | 6100 | N.A. |
| 77-90 | 4150 | 5900 | 8600 | N.A. |
| 77-95 | 5150 | 7050 | 11400 | N.A. |
| 77-2000 | 5950 | 8700 | 12850 | N.A. |

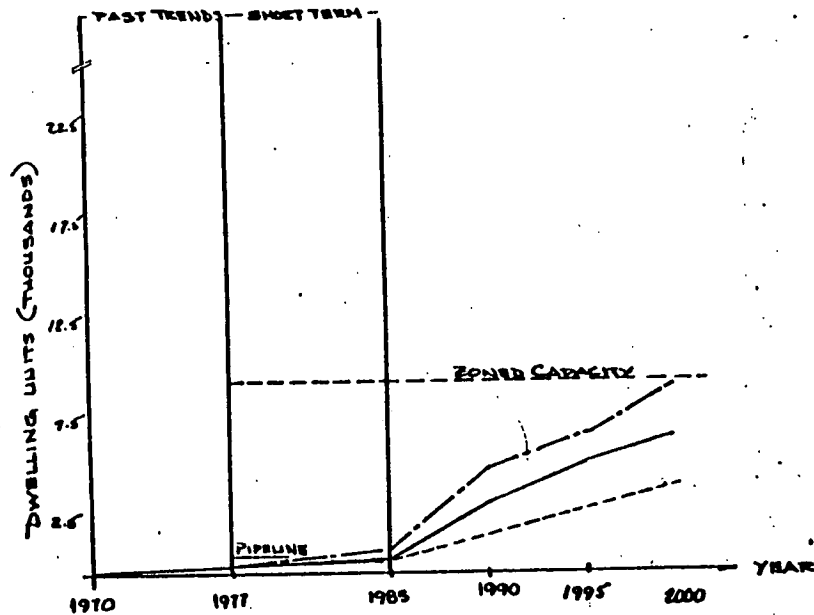
Zoned Capacity From 1977: 19100

Existing Dwelling Units
In 1977: 26410

Pipeline: 5784

LEVEL IV AREAS

POLICY AREA: SILVER SPRING



FORECASTS

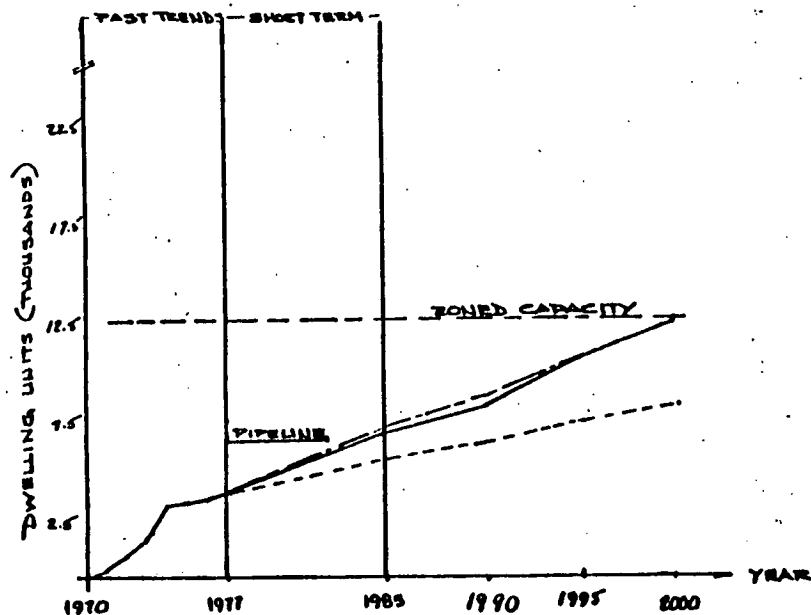
| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|------|-------------------|
| 77-85 | 200 | 250 | 700 | N.A. |
| 77-90 | 1210 | 3050 | 4650 | N.A. |
| 77-95 | 2590 | 4700 | 6900 | N.A. |
| 77-2000 | 3750 | 6250 | 8700 | N.A. |

Zoned Capacity From 1977: 9000

Existing Dwelling Units
In 1977: 25847

Pipeline: 389

POLICY AREA: BETHESDA



FORECASTS

| | Low | Inter-Mediate | High | Staging Threshold |
|---------|------|---------------|------|-------------------|
| 77-85 | 1750 | 2900 | 3300 | N.A. |
| 77-90 | 2750 | 4350 | 4800 | N.A. |
| 77-95 | 3600 | 6900 | 6900 | N.A. |
| 77-2000 | 4400 | 8650 | 8650 | N.A. |

Zoned Capacity From 1977: 8700

Existing Dwelling Units
In 1977: 33232

Pipeline: 2716

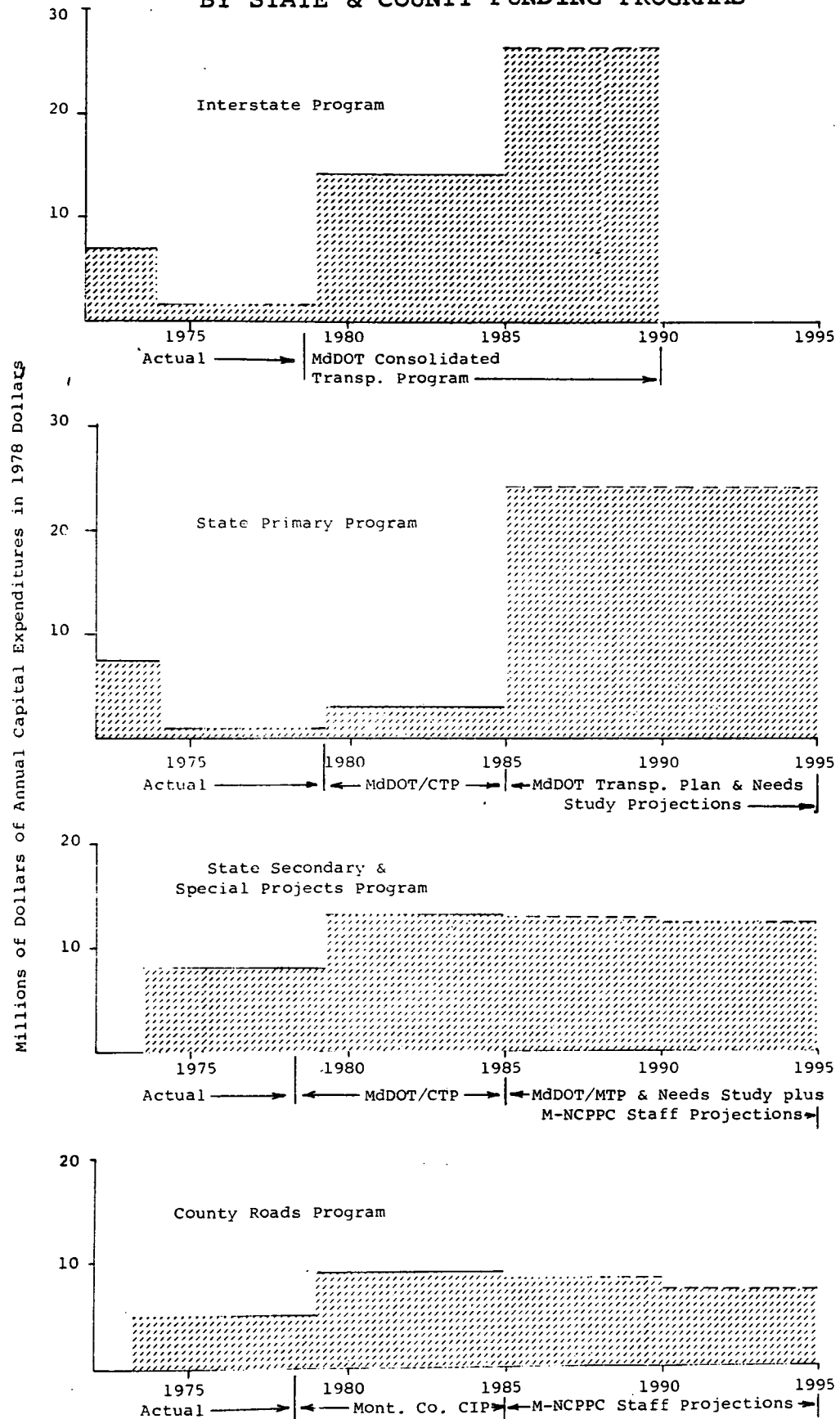
CAPITAL PROGRAM DIRECTION

* An important feature of the Adequate Public Facilities review is to give direction to the State and County in carrying out their responsibilities for capital programming and implementation of transportation improvements. In the recent years, this direction has focused at needed program funding levels as well as the need for individual projects. With regard to the State funding outlook, the picture is brighter than those of the past several years, * although actual delivery of needed improvements is contingent upon modest increases in State transportation revenues. Some specific recommendations for priority projects for initiation of project planning are given. Direction to County capital programming is also given in terms of a listing of potential future projects.

State and County major road expenditures were examined for the recent past, the current program, and as accordance with longer term plans. Chart #3 presents these trends in average expenditures for three funding programs of the State: 1) interstate, 2) primary, and 3) secondary and special projects, as well as the trends for major county road expenditures. The chart also shows the sources of information for the various time periods. The future expenditure levels for the interstate and primary programs are based upon MdDOT's proposed Consolidated Transportation Program and their recently adopted Maryland Transportation Plan. This plan examined the issues of Statewide transportation funding needs and what levels of future expenditures may be within the capabilities of the Maryland Department of Transportation. The total departmental long range funding level of \$6.9 billion has been targeted which although somewhat * more than half of total Statewide transportation needs over that period, nevertheless allows for the funding of interstate and major primary projects within Montgomery County. That long term funding level is associated with what is termed Category 3 projects which are identified in the Plan as those beyond the current capital program which seem implementable within the next 20 year period. Included among the Category 3 project is the Intercounty Connector/Rockville Facility which is soon to begin project planning.

The expenditure levels in the State Secondary Program and the County road program is keyed to the list of State and County projects which are given in Chart #4. That chart identifies the groups of projects in two time periods beyond the current capital programs, that for 1985-1990 and 1990-1995. The total dollar estimate for implementing those projects is also indicated on that chart and it has been used to derive the average level of expenditures shown in Chart #3 for the State Secondary and Road Programs.

**CHART #3 PROGRAMMED & PLANNED MAJOR ROAD EXPENDITURES
BY STATE & COUNTY FUNDING PROGRAMS**



MARYLAND STATE HIGHWAY ADMINISTRATION PROJECTS

| | Current Program FY 79-84 (Mill. \$) | 1985-1990 (Mill. \$) | 1990-1995 (Mill. \$) | Beyond 1995 |
|------------|---|--|-------------------------|---|
| Interstate | I-495 I-270 Inter- changes Falls & Montrose Safety & Noise Projects | \$51.6 I-370 Connector I-270 Widening to Mont. Vill. I-495 Cabin John Br. | \$129.2 | |
| Primary | Spencerville Rd. | \$ 5.3 ICC & Rock. Facility US 29 to Briggs Chaney | \$21.0 \$ 4.6 | ICC & Rock. Facility US 29 to Briggs Chaney |
| Secondary | 14 Projects in Program for Constr. Special Projects | \$43.0 Georgia Ave. to Rte. 108 Eastern Arterial Rt. 124 Relocated New Hamp. Ave. Rt. 28 Relocated River Road | \$63.6 | Rte. 118 W. Diamond Ave. New Hamp. Ave. Rte. 355 Bridge Quince Orchard Montrose Ext. Falls Road Rte. 355 Rte. 108 US 29 Spur |
| | | | | Clopper Road Notbeck Rd. Ext. Rte. 108 |
| | | | | \$9.9 |

MONTGOMERY COUNTY DEPT OF TRANSPORTATION PROJECTS

| | Current Capital Program (Mill. \$) | 1985-1990 (Mill. \$) | 1990-1995 (Mill. \$) | Beyond 1995 |
|--|--|---|--|---|
| 15 major projects in for constr. | \$29.5 | | Ritchie Pkwy Democracy Ext Twinbrook Pkwy Randolph Rd Aspen Hill Ext | \$18.4 |
| 9 transit access | \$13.2 | 9 transit access | \$ 5.9 | |
| Great Seneca Fields Rd Muddy Br Rd | \$ 7.5 | Great Seneca Fields Rd Muddy Br Rd | \$23.1 | |
| | | Seven Locks Gude Dr Briggs Chaney Needwood Gaither Rd Fields Rd Good Hope Rd Seminary Pl | \$10.9 | Emory Ln Middlebrk Rd Watkins Mill Rd Nicholson Ln Exec Blvd Ext Edson Ln Strathmore Fairland Good Hope |
| | | | | \$17.6 |
| Other Projects | \$ 7.6 | | | |

Chart #5

The State Secondary Projects are basically those associated with Category 3 of the secondary road program and Maryland Transportation Need Study. They have been grouped in this relative implementation priority based upon the analyses conducted for these studies. The number of projects indicated also reflects the administrative limitations of the Maryland Department of Transportation to only initiate one or two new project planning studies in any given year. The average level of programmed expenditures of approximately \$14 million per year reflects the combined expenditure efforts of the current fourteen secondary projects in the program for construction and the numerous special projects. It is expected that the funding effort on the special projects program, which is currently at a very high level, will decrease in later years of the program and in future years beyond the program, and that the total level of expenditures would become available for the secondary program.

*refer to
Section 4
of the
plan
beyond
control*

The funding levels identified in the Maryland Transportation Plan are predicated upon the department receiving modest increases over the next 10-20 years in some of their major revenue sources, in particular the gasoline taxes. To the extent to which such revenue increases do not come about, it may put in jeopardy the availability of some of the needed transportation projects identified as key projects in the staging threshold analyses of the previous section. Consequently, continued attention and support should be given to assuring that there are adequate resources available to the Maryland Department of Transportation to provide needed public facilities on a timely basis here in Montgomery County.

With regards to the County capital program for major road construction there is a greater number of projects identified in each of the future time periods. This reflects the general observation that County road projects are usually smaller in scope and dollar expenditures than State road projects, and that the County has the administrative capabilities of initiating approximately two or more major new projects on the average each year.

The current average level of expenditures indicated in the current capital program is approximately twice the average level of expenditures experienced in the past 5-6 years. The projects identified for future County programs have a total average level of expenditure in each of the two time periods which is somewhat less than this programmed level of expenditure. More discussion on future County capital projects is given later in this section.

Newly enacted procedures governing MdDOT project planning and capital programming require that local elected officials establish the priority order for the secondary system project planning starts from among projects listed in the Needs Inventory. Given that this is a transition year in the implementation of this new law, the Planning Board, in transmitting its comments to the local elected officials on this aspect of the Consolidated Transportation Program, gave a somewhat limited set of project planning priorities. It was recommended that for the proposed budget year project planning should be initiated on the widening of Georgia Avenue from Norbeck to Olney. This project is the key project for the Olney Policy Area which would enable growth to occur up to the level being considered in the proposed Master Plan.

The new procedures for establishing a priorities list of secondary system project planning starts is not yet fully operational in this year of transition, pending the establishment of a County Needs Inventory next year by MdDOT. The Planning Board felt that it was necessary to give some interim direction to the local elected officials, as well as to the State officials regarding priority projects for which they should begin preparing draft and final systems planning reports during the coming year. Based upon the staging threshold analyses discussed above, three key projects were identified and recommended which were: (a) the widening of New Hampshire Avenue north of Randolph Road to Bonifant Road; (b) Md 28 Relocated from I-270 to Quince Orchard Road and (c) the widening of US 29 from White Oak to Briggs Chaney Road. Subsequent recommendation for priority for other State projects will be made in conjunction with the development of the initial Needs Inventory that MdDOT is required to prepare next year.

State legislation and practices of the MdDOT has institutionalized procedures whereby longer term identification of needed transportation projects, beyond those currently programmed can be carried out. Other than recommendations stemming from individually prepared area master and sector plans and adequate public facilities reviews, there is basically no institutionalized means to identify over the long term future road projects for inclusion in the County's capital program. This is compounded by the general observation that County road projects tend to have a shorter implementation time span and a lower expenditure level than the average State road project. There is a tendency to have expenditures for projects in the earlier years of the Capital Program and an apparent hesitation to identify needed projects in the latter years of the Program. Consequently, there is a need to have a process with a longer term and County-wide focus which can identify potential candidate projects to possibly be included in future Capital Programs.